

AMENDMENT

IN THE CLAIMS:

1. (Currently Amended) A fuel injection remover for removing a fuel injector from a cylinder head of an engine wherein the fuel injector is located within a counterbore of the cylinder head, the remover comprising:

a primer mover having a piston capable of translational motion from a first position to a second position, wherein the piston defines a central bore;

a snout portion attached to the prime mover and defining a central bore generally coaxial with the central bore of the piston and having a first end and a second end, the first end being attached to the prime mover and wherein the second end defines a tapered portion sized such that when the tapered portion will abut an outer diameter of the cylinder head counterbore to center the prime mover over the fuel injector;

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second threaded end, the puller rod extending through the central bores of the piston and the snout;

a threaded fastener thumbscrew for attachment to the threaded end of the puller rod after the puller rod has been inserted through the central bore of the cylinder;

wherein when the puller rod has been attached to the fuel injector, the puller rod has been inserted through the central bore of the piston, and the fastener thumbscrew has been attached to the puller rod, the prime mover may be operated to force the piston from the first position to the second position to separate the fuel injector from the cylinder head.

2. (New) A fuel injection remover for removing a fuel injector from a cylinder head of an engine comprising:

a primer mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the first end being attached to the prime mover and the second end defining a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector; and

a puller rod having a first end adapted to be removably engaged with the fuel injector and a second end engageable with the prime mover, with puller rod being movable by the prime mover from a first position where the first end of the puller rod is adjacent the second end of snout portion to a second position where the first end of the puller rod is spaced from the second end of the snout portion.

3. (New) The fuel injector remover of claim 2 further comprising a reduced diameter section attached to the second end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head.

4. (New) The fuel injector remover of claim 2 further comprising a threaded fastener for attachment to the second end of the puller rod after the second end has been inserted through a central bore defined by the snout portion and the prime mover, with the fastener being sized such that the puller rod is captured on the prime mover and within the central bore of the snout portion when the fastener is attached.

5. (New) The fuel injector remover of claim 2 wherein the prime mover is a hydraulic cylinder.

6. (New) The fuel injector remover of claim 2 wherein the puller rod further comprises at least two opposed flat surfaces for enabling a wrench to rotate the puller rod.

7. (New) The fuel injector remover of claim 2 wherein the puller rod further comprises a hex-shaped outer surface for enabling a wrench to rotate the puller rod.

8. (New) The fuel injector remover of claim 2 wherein the first end of the snout portion has two opposed flat surfaces that define a narrowed dimension.

9. (New) The fuel injector remover of claim 2 wherein the second end of the snout portion has two flat surfaces that define a narrowed dimension.

10. (New) The fuel injector remover of claim 3 further comprising an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange.

11. (New) The fuel injector remover of claim 9 wherein the puller rod defines a tapered portion of generally the same angle as the tapered portion of the interface flange.

12. (New) A fuel injection remover for removing a fuel injector from a cylinder head of an engine comprising:

a primer mover capable of translational motion from a first position to a second position;

a snout portion having a first end and a second end, the first end being attached to the prime mover and second end engageable with the cylinder head, the snout portion and the prime mover together defining a central bore;

a puller rod having a first end adapted to be removably engaged with the fuel injector and movable by the prime mover from a first position where the first end of the puller rod is adjacent the second end of the snout portion to a second position where the first end of the puller rod is spaced from the second end of the snout portion; and

an interface flange located between the prime mover and the snout portion, the interface flange defining a central cavity continuous with the central bore of the snout portion, the central cavity having a tapered portion sized such that the tapered portion prevents removal of the first end of the puller rod through the interface flange.

13. (New) The fuel injector remover of claim 12 further comprising a threaded fastener for attachment to a second end of the puller rod after the puller rod has been inserted through the central bore of the snout portion and the prime mover, the fastener being sized such that the puller rod is captured on the prime mover and within the central bore of the snout portion when the fastener is attached.

14. (New) The fuel injector remover of claim 12 wherein the prime mover is a hydraulic cylinder.

15. (New) The fuel injector remover of claim 12 wherein the puller rod further comprises at least two opposed flat surfaces for enabling a wrench to rotate the puller rod.

16. (New) The fuel injector remover of claim 12 wherein the puller rod further comprises a hex-shaped outer surface for enabling a wrench to rotate the puller rod.

17. (New) The fuel injector remover of claim 12 wherein the first end of the snout portion has two opposed flat surfaces that define a narrowed dimension.

18. (New) The fuel injector remover of claim 12 wherein the second end of the snout portion has two flat surfaces that define a narrowed dimension.

19. (New) The fuel injector remover of claim 12 wherein the puller rod defines a tapered portion of generally the same angle as the tapered portion of the interface flange.

20. (New) The fuel injector remover of claim 12 wherein the second end of the snout portion defines a tapered portion sized such that when the tapered portion abuts an outer diameter of a counterbore of the cylinder head the snout portion is centered within the counterbore to locate the prime mover over the fuel injector.

21. (New) The fuel injector remover of claim 20 further comprising a reduced diameter section attached to the second end of the snout portion and adjacent the tapered portion capable of extending into the counterbore of the cylinder head.

Respectfully submitted,



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